

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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號九十月五年元統宣

TUESDAY, JULY 6, 1909.

二拜禮

號六月七英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS —
Sterling.....\$15,000,000
Silver.....\$14,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000.

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
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H. A. Wade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000.

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 per Cent. per annum.

W. M. DICKSON,
Manager.

Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$2,500,000
ABOUT MK \$7,322,222
RESERVE FUND.....GOLD \$1,500,000
ABOUT MK \$7,322,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMILL HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND CURRENCY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 2½ per Cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months, 4½ per Cent. per annum.
For 6 months, 4 per Cent. per annum.
For 3 months, 3½ per Cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

NETERLANDSche HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Hongkong, Samarang, Sourabaya, Oerthoon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per annum on daily balances.
Fixed Deposits 12 months 4½ per annum.
Do. 6 months 4 per annum.
Do. 3 months 3½ per annum.
J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [16]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO. CHEFOO.
K. SAKA. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On fixed deposit:
For 12 months 4½ per annum.
For 6 months 4 per annum.
For 3 months 3½ per annum.

TAKMO TAKAMUCHI,
Manager.

Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 2½ per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Osaka, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank für Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. & M. von Rothschild & Söhne
Johann S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Köln.
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROYTSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts: DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.

Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.
Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.

Hongkong, 19th June, 1909. [19]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908. [18]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELTA	About 8th July	Freight and Passage.
	Capt. B. W. H. Snow		
LONDON, &c., via usual Ports	ASSAYE	10th July	See Special Advertisement.
	Capt. O. Jones, R.M.R.		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA	About 14th July	Freight and Passage.
	Capt. C. D. Goldsmith, R.M.R.		
SHANGHAI, MOI, KOBE, SVRIA		About 16th July	Freight and Passage.
& YOKOHAMA	Capt. D. C. Gregor, R.M.R.		

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd July, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.
Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.
Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.
State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO.

Champagnes, Sherries, Madeiras, Claret, Hocks and Moselles, Gins, Vermouths, Liqueurs, Bitters, Ales, Beers and Stouts.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 3rd June, 1909. [11]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909. [16]

HOTEL CRAIGIEBURN.

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909. [17]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,165 Tons, "FATSAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 538 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Saul". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO

On SUNDAY, the 11th JULY.
S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 5 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:10 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

[15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909. [10]

For

LUXURY, COMFORT, QUIET,
FRESHNESS AND EXCELLENT
CUISINE.

Stay at—

THE GRAND CARLTON HOTEL.

Hongkong, 5th July, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables; Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 170. Telegrams "Astor."

[16]

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. Kadenmann	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Biezer	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leuz	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. P. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOMKIN	Charbonnel	22nd Aug., P.M.
MARSEILLES, VIA PORTS	CALEDON VIEUX	Brune	3rd Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to

P. de CHAMPNORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 5th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

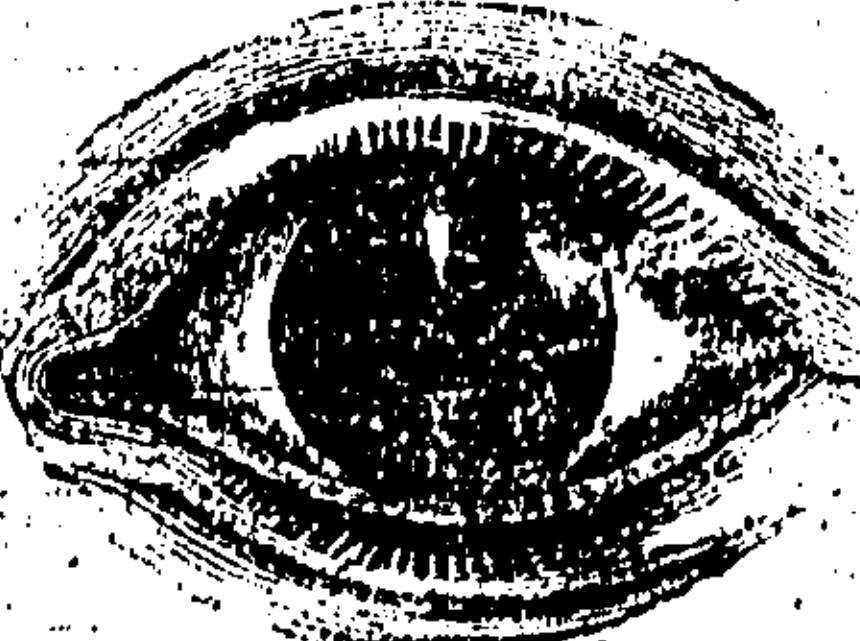
These superb steamers carry on the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," from

LONDON, GALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, Beale Street 155, Nanjing Road.

Perth, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

Any cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 506, or 681.

Telegrams, "Dock Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1902.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, 2nd present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.
No. 6, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NO. 10, KENNEDY ROAD, Electric light installed.

Apply to—
N. S.
C/o Hongkong Telegraph.
Hongkong, 5th July, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 1, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFANT GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 11, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 51, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIRT KEYS, Manufactured by The GODFREY and BOYCE MANUFACTURING Co. of Bombay. One Safe 5 feet by 3 feet 8 1/2 in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.
Also one OLIVER TYPEWRITER in good condition.
Apply to—
PHIROZSHA B. PETIT & Co.
No. 6, Des Vœux Road.
Hongkong, 5th July, 1909.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—
S. D. SETNA,
No. 6, Des Vœux Road.
Hongkong, 21st June, 1909.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

Rent out by day or week.
REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT.

33-35, Des Vœux Road, Central, Hongkong.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 5 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1909.

A SHIPWRECK OFF THE ALASKAN COAST.

VINE SPIRIT DISPLAYED BY JAPANESE.

Seattle, May 24.

A cable dispatch to the Post-Intelligencer from Seward, Alaska, says that the mail steamer Dora has arrived there with the 194 survivors of the ship Columbia, wrecked near Unimak Pass. The survivors tell a tale of suffering and heroism seldom exceeded.

The Dora is a small vessel, with accommodations for eighty-six passengers, and she fairly bulged with her load of 240 human beings. They were piled in everywhere, sleeping in life-boats, in the hold, in chain locker, cabin, all over; thus had they come 2,000 miles from the scene of the loss of the Columbia.

Following the grounding in a blinding snow-storm, eight miles east of Unimak Pass, on the night of April 30th, the experience of the passengers and crew of the Columbia were harrowing in the extreme. There was no wind at the time, but a terrific surf was raging from a storm on the previous night. On the vessel were fifty-three Italians, ninety-six Japanese and forty-five Americans and Scandinavians. All were passive and obedient in the face of danger, save the Italians, who in their panic raved and prayed. A boat was lowered and the Italians, including their bosses, poured in. The Italians attempted to seize two more boats, but were restrained at the point of guns.

At daylight the feasibility of a surf landing was established and boats were given to the Italians, who permitted to depart, rowed eight miles to Scotch Cape lighthouse. Remaining two days later for provisions they were again compelled with revolvers to take only food and to refrain from looting.

Two former life-saving men, Christ Christopherson and Ernest Anderson, insisted they be allowed to proceed for shore alone in a diminutive skiff. They succeeded in establishing a life line to the shore. Disembarking by means of the large fishboats, following the life line, occupied twenty-four hours. Dr. Terstrey, the ship's physician, worked continuously relieving the men capsize in the icy waters, of whom there were several. Many were nearly drowned, and it was in the resuscitation of these that the Japanese showed fine spirit. All the boats were smashed but one.

On the shore was one old hut, 5 by 7. This, with tents made from tarpaulin, officiated the only shelter, and fires were built from gathered driftwood. Provisions were taken ashore over the breach line the second day. Only one woman, the Australian wife of Mate Cameron, was with the party.

From South Cape lighthouse, 200 miles of rocky ravine, through deep snowdrift and dashing torrent, lay the path to safety. Over this the shipwrecked party took their way, while the remaining boat was employed in carrying provisions. New hard-hips confronted the party, many of whom were already on the verge of utter exhaustion. The girl collapsed under the unaccustomed privation. Only her low slippers had been saved, and they were filled with ice and snow. To save her feet the slippers were removed and her stockings cut from the freezing limbs. Two of the men furnished socks from their own feet and gave his shoes to the suffering woman, who was carried in blankets by men who were themselves hardly able to crawl. Arrived at the lighthouse the sufferers were kindly treated by the lighthouse men.

On the morning of May 2nd a storm caused the final abandonment of the wrecked Columbia. The same day the ship burned to the water's edge.

The mail steamer Dora appeared on the morning of May 11th. Owing to bad weather, the taking of the survivors abroad occupied a full day. The Columbia survivors are now quartered in Seward, awaiting the sailing of the steamer Northwestern for the south.

Intimations.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.

Dirija-se a

GRACA & CO.,

27, Des Vœux Road.
Hongkong, 8 Junho de 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.

By Order.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below. Indicates a Typhoon to the North-East of the Colony.

3. A DRUM. Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.

7. A BALL. Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony, or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
Waglan.	San Xi Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

Y. T. Y. 1909.

Intimations.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES
AND
FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE - FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS

28, Queen's Road

Intimations.



Colonial Secretary's Department.
No. 401.
HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privilege known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer.

A. M. THOMSON,
Colonial Secretary.

2nd July, 1909.

CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i) A deposit of \$30,000, or of Title Deeds, or other approved securities to a like amount, and

(ii) An agreement, to be executed by him on a form provided by the Treasurer, to accept a grant of the Farm on the terms of the tender sent in by him or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than Noon on the 30th day of August, 1909. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender.

4. The successful tenderer shall before the 1st day of January, 1910, deposit with the Treasurer approved security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations or agreement in respect thereof and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security. Particulars of the Security offered must be submitted to the Treasurer before the 1st day of November, 1909, for the approval of the Government, and the security shall be in such form as the Treasurer may require. Title deeds of land in any British Territory may be submitted for approval.

5. The Governor-in-Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out, as soon as the security has been completed to the satisfaction of the Governor-in-Council: and the Grantee shall sign a counterpart of such Grant.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor-in-Council on all Opium prepared by him.

Conditions to be fulfilled by the Grantee of the Opium Farm, and the breach of which will involve forfeiture of the said Grant and of the Security deposited with the Treasurer.

(1) To pay the monthly fee regularly in advance, from the 1st day of March, 1909, on the 1st day of each month.

(2) To have no Raw Opium in possession except what is reported through the Imports and Exports Office; and, under the special permission of the Governor to exceed that amount is obtained, to draw not more than 920 chests of Raw Opium in each completed year of the Farm; if any Prepared Opium is imported into the Colony by the Farmer as equivalent deduction must be made in the number of chests of Raw Opium drawn by him.

(3) Not to part with any Opium in the raw state, either by sale or otherwise, but only Prepared Opium for smoking.

(4) Not to grant to any person any licence to boil or prepare Opium.

(5) To have one establishment only for boiling; such establishment to be approved by the Governor.

(6) Not to have loose Opium (as defined by the Raw Opium Ordinance, 1887), elsewhere than in his boiling establishment or any Raw Opium other than that covered by removal permit.

(7) To observe, perform and keep the provisions of the Raw Opium Ordinance, 1887, and of the Prepared Opium Ordinances, 1891-1909.

FORM OF GRANT.

TO ALL TO WHOM THESE PRESENTS SHALL COME I, the Governor and Commander-in-Chief of the Colony of Hongkong and Dependencies, and Vice-Admiral of the same, in Executive Council, send Greeting.

WHEREAS, by the Prepared Opium Ordinances, 1891-1909, it is enacted amongst other things, that the Governor-in-Council may grant, in the manner provided by the said Ordinances, to any person, for such considerations and for such periods and in such form as, from time to time, may be determined by the Governor-in-Council, the sole privilege of preparing Opium, and of selling, within the Colony, Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium; AND that the accepted bidder for the grant of such privileges, before he shall become entitled to the benefit thereof, shall give such security as the Governor-in-Council may require for the due performance of the conditions of such privileges and of his stipulations or agreement in respect thereof; AND WHEREAS the Governor-in-Council has accordingly agreed to grant to

(hereinafter referred to as the Grantee) the privileges herebefore mentioned, and known as the Opium Farm, established under the said Prepared Opium Ordinances, 1891-1909, for the term of three years from the 1st day of March, 1910, inclusive, for the monthly sum of

on the conditions hereinafter contained: AND WHEREAS the Grantee has given the prescribed security for such grant to the satisfaction of the Governor-in-Council.

KNOW YE, therefore, that in pursuance of the said agreement and in consideration of the premises and of the payment by the Grantee of the monthly sum of

during the term hereby granted, and in pursuance of the said Ordinances, I, THE SAID GOVERNOR, by and with the advice of the said Executive Council, has given and granted

and by these presents (in the form whereof the said Grant is contained) to the said Grantee

the sole privilege of preparing Opium, and of selling, within the Colony, Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st day of March, 1910, inclusive, for the monthly sum of

Intimations.

seat of the said Colony for myself and my successors in the Government of the same, DO GIVE AND GRANT unto the Grantee, his executors and administrators, the sole privilege of preparing Opium and of selling within the said Colony (including the New Territories) Opium so prepared, inclusive of the privilege of collecting dross, and of preparing and dealing in Dross Opium, for and during the term hereinafter expressed, in conformity with, and subject to the Ordinances in that behalf provided, and to the following conditions and stipulations:—

1. That the said monthly sum of \$ shall, during the said term, be paid regularly in advance to the Colonial Treasurer and without demand on the first day of each calendar month, the first of such payments being made on the 1st day of March, 1910.

2. That the Grantee shall have no Raw Opium in possession except what is reported through the Imports and Exports Office; and, under the special permission of the Governor to exceed that amount is obtained, shall not draw more than nine hundred chests of Raw Opium in each completed year of the Farm; and that if any prepared opium is imported into the Colony by the Grantee an equivalent deduction shall be made in the number of chests of Raw Opium drawn by the Grantee.

3. That the Grantee shall not part with any Opium in the raw state either by sale or otherwise, but only prepared Opium fit for smoking.

4. That the Grantee shall not grant to any person any licence to boil or prepare Opium, or to grant to any person any licence to boil or prepare Opium; such establishment to be approved by the Governor.

5. That the Grantee shall be at liberty at any time to depose such person or persons as he may think fit to supervise the boiling and preparation of Opium in the boiling establishment.

6. That the Grantee shall not have loose Opium (as defined by the Raw Opium Ordinance, 1887), elsewhere than in his boiling establishment, and shall not have in his possession or under his control any Raw Opium other than that covered by a removal permit authorizing the conveyance of such Raw Opium to such establishment.

7. That the breach of any of the provisions of the Raw Opium Ordinance, 1887, or of the Prepared Opium Ordinance, 1891-1909, or of any rules or regulations made thereunder or of any of the above conditions or stipulations shall involve the forfeiture of the grant and of the security deposited with the Colonial Treasurer.

AND so as that the Grantee, his executors, and administrators, subject to such conditions and stipulations, shall and lawfully may have and enjoy the whole profit, benefit, commodity, and advantage, from time to time, during the said term, coming, growing, accruing and arising by reason of the said privileges.

IN WITNESS WHEREOF, I, THE SAID GOVERNOR, have set my Hand and the Seal of the said Colony, to these presents on the day of

1909.

D. NOMA,
PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me.

In tattooing nothing is so important as the selection of colours; and I have the work done in a perfect, high toned manner. In order to take special precaution against possible danger, I use fresh materials daily.

The copying of Portraits with distinct and accurate speciality.

From 1st September, 1909.

VICEROYAL CHANGES.

Within the past ten days the deaths of two important officials have led to a notable shifting round of China's provincial rulers. In two of these changes Shanghai is directly interested. On Tuesday last an Imperial decree announced the promotion of our former Taotai Jui Cheng—a man whose firmness of purpose coupled with his frank readiness to listen to argument and reason had won for him the community's deserved respect—to be Governor of Kiangsu in place of the deceased Chen Chai-ai; and at the present moment the cruiser *Zaiichi* is understood to be on her way to Nanjing to carry Viceroy Tuan Fang post-haste to Tientsin where H. E. N. Tung temporarily holds the reins of government that fell from the hands of Viceroy Yang Shih-shiang on Sunday morning. The promotion of Viceroy Tuan Fang is, perhaps, rather anomalous than material. So far as monetary emoluments are concerned the advantage is, if anything, on the side of Nanjing, while the practical importance of the Liangkiang Viceroyalty has grown in recognition with every year since the fall of time of the battle of Woosung. But in China's hierarchies the rulership of the metropolitan province naturally ranks above that of districts further removed from the capital. Meanwhile the congratulations that we offer to his Excellency are mingled with sincere regret for his removal. Rapid promotion is not necessarily a sign of special ability, in China or, perhaps, in any country. But in the case of Viceroy Tuan Fang the advancement that has carried him from Administrator General of Trade and Commerce in 1908 through half a dozen important provincial posts to the office that he is about to take up is well deserved. Since 1905 when he went as one of the Travelling Commissioners to foreign countries, Viceroy Tuan Fang has been a marked man. His influence has been unreservedly on the side of reform; and while we are told that his present elevation is due to the desire of the Manchu party to have one of their own nationality at Tientsin we may feel confident that his Excellency's administration should be free from the unwelcome associations that cling about the idea of Manchu government.

Of Viceroy Chang Jen-chun, who now becomes Viceroy of Liangkiang, nothing is known by personal experience in these provinces. His first important post was that of Judicial Commissioner for Kwangsi, to which he attained in 1894, and two months after receiving this appointment he was made Financial Commissioner. In 1898 he was moved to Shanghai in the same capacity. He became Director General of Grain Transports in December, 1900, and in November, 1901, he was promoted Governor of Shanghai. During the next five years he was Governor, successively, of Honan, Kueingtung, Shaohsi, and Honan again; and in 1907, when the then Viceroy Chang Chih-tung had at length reluctantly given way before the urgent call to Peking, he was appointed to the post at Canton which he now quits for Nanjing. Native newspapers assert that his Excellency's promotion is due to his successful handling of the Pratas Island controversy, with Japan, and the report is by no means improbable. Viceroy Chang Jen-chun certainly enjoys the reputation of being a strong man. During the time that he has spent at Canton he has had to deal with one crisis of exceptional difficulty in the Japanese boycott, arising from the affair of the *Taipei Maru*; and if his efforts to suppress the boycott do not yet appear to have met with absolute success, their evident sincerity has earned no little commendation. His Excellency's administration has not been made any easier than it need have been by the turbulence of the powerful Cantonese Self-Government Society. The trend of Viceroy Chang's habit of mind is fairly shown by his generous gift to the projected Hongkong University and by his earnest expression of hope that the university would provide a training equal to that of modern educational centres at home. With the Hongkong authorities his relations have clearly been of a cordial nature; and he will enter on his new duties at Nanjing with every good wish for his success. The remaining changes under the Imperial decree involve an Acting Viceroyalty at Canton for Governor Yuan Shu-hsiao, who will be sufficiently remembered as the former Taotai of Shanghai to need no further particularization; and the selection of Sun Pao-chi as Governor of Shantung, on the ground if, again, we may believe the native Press, of his intimate acquaintanceship with things German, derived from his former residence as Chinese Minister in Berlin.

It is obviously too early as yet to attempt to form any opinion of the changes that we have outlined. The loss of Viceroy Yang Shih-shiang will undoubtedly be felt; for although he came comparatively little into general notice there can be no doubt of his ability and breadth of mind. If only in view of the immense favour that he found in the eyes of the ex-Governor Councillor Yuan Shih-kai; and although ugly suspicions of his behaviour towards the fallen statesman hang about the late Viceroy's memory, it is hard to find fault with any leading official who in the present condition of China is over careful of his position, while the testimony of foreigners who were brought into contact with Viceroy Yang is largely favourable to him. In one respect the Central Government deserves congratulation in that, when faced with the necessity of finding one new Viceroy, it has resisted the temptation of calling "a general post" of Viceroyals all over the Empire. If we in Shanghai mistrust the wisdom of sending Yuan Shu-hsiao to the extremely difficult Viceroyalty of Canton, it must be admitted that we have ample cause, although among the Chinese, his Excellency's reputation is believed to stand high. For can we say that a man as Viceroy of the Yangtze is considerably restricted by the proximity of the capital? But this consideration brings us back to the question of what all one of the main problems of China

to-day, namely, that it does not so much matter where a man is placed as what he will be at liberty to do. The position of Viceroy bears a double importance to-day because, on the one hand, the limited control that Peking has ever been able to exercise over the provinces is minimized by divided councils, and on the other, because the provincials have reached a pitch of self-assertion, under the spread of new ideas and new education, that the history of China has never before seen except in actual revolution. If the weakness of Peking forbids us to look for any concerted plan of reform throughout the Empire, the independence of the provinces leaves room for hope that a determined Viceroy may be able to achieve something in the district that lies within his immediate grasp.—N. C. D. News.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA,"
Captain Peter, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 1st July, 1909.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent.

Established 30th April, 1909.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
(from Shanghai, has re-opened their
FURNITURE STORE

at
No. 30, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, and no reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our 'Library and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.,
15th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Respectfully, the ANNOUNCEMENT

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation as if she has to lie up for a day or two. If some disease like influenza or malaria fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs, and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of
WAMPOLE'S PREPARATION
a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in: Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the Coal-ship H.M. Ships, &c., at Hongkong, for a period of 12 months from the 1st August, 1909.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, R.M. Naval Yard, Hongkong, and should be returned not later than Noon on 10th July, 1909.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of Tender.

Hongkong, 2nd July, 1909.

COLONIAL SECRETARY'S DEPARTMENT.

MENT.
No. 402.

It is hereby notified that applications are invited from Europeans for the post of 3rd INTERPRETER at the Supreme Court, salary commencing at \$500, but should applicant's qualifications justify it, a salary of \$1,600 may be given.

A knowledge of Cantonese is essential, and preference will be given to candidates who have a knowledge of a second Chinese dialect. Applicants must be under 35 years of age. Applications accompanied by testimonials should be sent to the Registrar General before the 31st October, 1909.

A. M. THOMSON,
Colonial Secretary.

Hongkong, 2nd July, 1909.

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLLEN DELAINES, NUNSVAIL
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Cash
Port orders carefully executed.

Established 30th September, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES,
AND
TOILET REQUISITES.

15, D'AGUIAR STREET.

Hongkong, 2nd July, 1909.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [38]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho-son Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any returned M.N. not to return any Contribution.

BIRTHS.

On June 21, 1909, at the British Legation, Peking, the wife of C. C. A. KKKK, of a daughter.
On June 27, 1909, at Shanghai, the wife of H. P. INSLAW, of a son.
On June 17, 1909, at Shanghai, the wife of E. R. VENNENEWITZ, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 6, 1909

China Lights.

SALE OF CANTON PROPERTY.
COMPLETION IN A MONTH'S TIME.

Confirmation has been obtained locally of the news exclusively reported by our Canton correspondent yesterday of the signing of the agreement for the sale and purchase of the Canton property of the China Light and Power Co., Ltd., of Hongkong, to the Kwangtung Electric Co., Ltd. A representative of the Hongkong company proceeded to Canton last week and executed the instrument for sale on behalf of the China Light and Power Co. As correctly stated by our well-informed correspondent at Canton the bargain money paid by the purchasers was \$100,000. The exact price at which the property was sold is \$1,330,000; the purchase price includes the properties and business, both in Canton itself and on the Shamshu.

On behalf of the purchasers—the Kwang Tung Electric Co., Ltd.—the deed of assignment was executed by the following representative officials:—H.E. Woo, Provincial Treasurer, who has been nominated as the acting Viceroy pending the arrival of H.E. Chang Jen-chun's successor; Ting the Salt Comptroller; Chan, Tsoi for the Development of Native Industries; and Expectant Taotai Li An. The sale is to be completed in a month's time when the balance of the purchase money will be paid.

LOCAL AND GENERAL

BARON Takahira, Japanese Ambassador in Washington, will return home on a short leave after the close of Congress.

THE laying of the Tairen-Cheloo cable, undertaken by Japan in accordance with the Sino-Japanese Telegraph Convention, has now been completed.

THE Chinese Government has discussed the possibility of increasing the allowances of Viceroy to Tls 10,000 a month and of Governors to Tls 8,000 monthly.

MR. H. L. Alcock, assistant foreman of the British Cigarette Company, Shanghai, died suddenly at Karuizma whilst reading. Brain trouble was the cause of death.

THE action between the Po On firm (appellants) and Chan Kwan Shan in connection with the repayment of a sum of \$200 placed on deposit was yesterday dismissed with costs by the Full Court.

MR. W. W. Rockhill, left Yokohama on 30th ult., on board the T. K. K. S. Tenyo Maru. Mr. Rockhill considers that financial reform must be carried out by the Chinese before the opening of a parliament.

THE Governor of Macao being unable to proceed to Hongkong for the launching of the Portuguese gunboat to-morrow, the ceremony of naming the vessel will be performed by Miss Roçadas, the Governor's daughter. A number of invitations has been issued to members of the Portuguese community to attend the ceremony.

CANTON DAY BY DAY.

OFFICIAL APPOINTMENTS.

[From Our Own Correspondent.]

Canton, 5th July.

To confirm the temporary appointments of various high officials in this city as reported the other day, it is now officially announced that having obtained the necessary permission from the Imperial Government, H.E. Viceroy Chang Jen-chun has officially appointed the Provincial Educational Commissioner Shum Tsang Tung to assume temporary charge of the Provincial Treasurer's yamen, after H.E. Wu Seung Lum, who has been appointed Acting Viceroy, pending the arrival of the Viceroy-designate, Yuan Shu Hsun. Taotai Cheung Sik is, however, appointed Acting Provincial Educational Commissioner after Shum Tsang Tung.

A SUPERSTITIOUS OFFICIAL.

Prior to the arrival of H.E. Chang Jen Chun to take over charge of the Viceroy's yamen from ex-Viceroy H.E. Chou Fu, the year before last, H.E. Wu Seung Lum was made Acting Viceroy at Canton and he took over the seal of office in the 5th moon. During his tenure of the temporary office, the city of Pong Shing was attacked by insurgents during the rising in the prefectures of Yumchow and Lin chow. As already reported, H.E. Chang Jen Chun has proposed to hand over charge of the Viceroy's yamen to H.E. Wu, on the 24th day of this moon (the 11th instant) but the latter official, evidently prejudiced by the Pong Shing occurrence, is strongly of opinion that the 5th moon is unpropitious. He has consulted with H.E. Chang for a postponement of the day previously fixed for the official change which is now therefore extended to the 1st day of the 6th moon (the 17th instant), when H.E. Wu will take over the seal of office from H.E. Chang.

H. E. KO-YU HIM'S CONGRATULATIONS.

On the 3rd instant, the Chinese Delimitation Commissioner, H.E. Ko Yu Him, returned to Canton by the French steamer, and on the same day he called on H.E. Viceroy Chang to offer him congratulations on his new Viceregal appointment to the Liang Kiang provinces.

SHOP ROOF COLLAPSES.

Yesterday morning, the roof of a shop in Yung Cheung Street suddenly collapsed without warning and four persons were somewhat seriously injured.

FLOODS AGAIN THREATENED.

The officials of the riverine districts along the West River have reported to Canton that, owing to the heavy and continuous rainfall up country, the West River has risen several feet above the normal level, and that floods are once again threatened.

SHIPPING AND MAILS

MAILS DUE

English (Delta) 7th inst., 3 p.m.
Canadian (Montague) 7th inst.
French (Colodien) 8th inst.
Australian (Tasman) 14th inst.
German (Prins Ludwik) 14th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver on 3rd inst.

The P. M. S. S. Co.'s s.s. *Siberia* is due to arrive at this port on 7th inst., at 10 a.m.

The s.s. *Cornwallis* left Singapore on 6th inst., and may be expected here on 12th inst.

The P. M. S. S. Co.'s s.s. *China* will sail from Yokohama on 7th inst., and is due to arrive at this port on 16th inst.

The Imperial German Mail s.s. *Prins Regent Luikold*, which left here on 1st inst., at 10 a.m., arrived at Singapore on 6th inst., at 6 p.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 2 a.m., on 6th inst., and leaves again at 9 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m., on 8th inst.

The Imperial German Mail s.s. *Prins Ludwik* carrying the German Mails with dates from Berlin of the 16th ult., left Colombo on 4th inst., a.m., and may be expected here on 14th inst., a.m.

The Cemetery Controversy.

BURIAL GROUND FOR BUDDHISTS.

CONFLICTING VIEWS.

The following letter from Government was received by the Sanitary Board and laid on the table at the meeting of the Board this afternoon:

Colonial Secretary's Office,
29th June, 1909.

Sir,—In reply to your letter No. 7437/09 of the 15th of last April, I am directed to state for the information of the Board that His Excellency the Governor has under consideration the question of opening a cemetery for Buddhists. The Director of Public Works has estimated that to prepare for this purpose an area in the Sookupo valley capable of containing 1,000 graves, would cost approximately \$12,000 and that some additional expenditure would be required for a path or road to the site. His Excellency hopes to provide for this expenditure in next year's Budget, but in the meantime, it is proposed to set apart and dedicate a portion of the Colonial Cemetery for Christians and in that portion Buddhist or other non-Christian burial rites will be prohibited. As, however, the practice of their religious rites was guaranteed to all nations and creeds by the proclamation of the 1st February, 1841, and as Buddhists have at the present time no place except the Colonial Cemetery in which to bury their dead, His Excellency considers that it would be unwise to interfere with their rites in the remote part of the Cemetery, in which they are practised, and which it is not proposed to include in the Christian Cemetery.

2. In these circumstances, His Excellency will be glad if the Board will for the present suspend action under the bye-law prohibiting the burning of joss-sticks and firing of crackers in the Colonial Cemetery.

I am, etc.,
A. M. THOMSON,
Colonial Secretary.

The Secretary,
Sanitary Board.

Mr. Shelton Hooper intimated:—I consider that as burial grounds for Chinese Buddhists are already provided elsewhere, it is only necessary to prepare an area capable of containing 500 graves and consequently at a greatly reduced estimate to that purpose. I estimate that such a cemetery as I propose will be sufficient for 20 years.

The objection to the burning of joss-sticks was raised by the owners of Christian graves in the same sections as the practice objected to was carried on.

There is not so much objection to these rites if they were carried on in a remote part of the Cemetery.

Mr. Ho Kom Tong:—I am sorry in this matter of the provision of separate burial grounds for others than those professing the Christian religion; I have again to join issue with Mr. Shelton Hooper. In his minute, he writes of "Chinese Buddhists." Chinese following the Buddhist faith in the Colony are greatly in the minority as compared with those who belong to the Confucian following. My interpretation of the Colonial Secretary's letter of the 29th June is: that the proposed cemetery is not intended to be restricted to Chinese burials alone, but makes provision also for those Buddhists who are not of Chinese nationality e.g., the Japanese, who are not yet provided for elsewhere. Were Mr. Hooper's recommendation to be adopted, the Japanese community, who are growing in number from year to year, will have good ground for complaint under the terms of the proclamation cited in the Colonial Secretary's letter. Until such time as the proposed Buddhist cemetery can be made ready, I concur in the proposal to hold in abeyance the operation of the prohibitive bye-law which (though passed) I am opposed in the principle of its spirit.

Mr. E. A. Hewitt intimated:—I agree with the proposal of the Government.

Mr. Lau Chu Pak:—The operation of the bye-law should be suspended, pending the provision for a suitable site for the Buddhists of any nationality.

VICTORIA RECREATION CLUB.

SWIMMING FETE.

The Victoria Recreation Club will hold a Swimming Fete on Saturday, 10th July, at 4 p.m. A very attractive programme has been arranged by the Bath House Sub-Committee, which is as follows:—

- 1—2 Lengths (Handicap)
- 2—Running header from Spring Board (Post Entries)
- 3—Time Race (Post Entries)
- 4—4 Lengths (Handicap)
- 5—Blindfold Race (Post Entries)
- 6—Plunging Race (Post Entries)
- 7—Team Race (teams of 5 each) (Handicap)
- 8—Duck Race (Post Entries)
- 9—Water Polo.

WATER POLO.

Yesterday afternoon the B. O. C. played a friendly game of Water Polo against the Royal Engineers. From start to finish the game was very interesting. In the first half only one goal was scored; this was done by Crowley for the R. E. due to Chynui leaving his man. The Boys tried hard to equalize but luck was against them.

In the second half both teams played a very good game, and it did not take long for the Boys to score a goal, which was due to A. E. Ellis. After this no scores were added and the game ended in a draw—one all.

THE Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending June 19 amounted to 57,744.64 tons and the sales during the period to 18,469.50 tons.

FIRES IN HONGKONG.

A DOUBLE CALL.

This morning at a quarter past one o'clock the fire-bell in Queen's Road rang, announcing the outbreak of a fire in the village of Samsupo, situated a little to the westwards of Cosmopolitan Dock. Immediately upon the receipt of the alarm, the Fire Brigade, under Chief Inspector H. Baker and Firemaster Lane, were despatched in strong force to the scene of the outbreak in the Government fireboat.

When the contingent arrived at Samsupo, they discovered that the fire was raging in the very centre of the village—a densely populated resort of the fishing and sea-faring community—and so fiercely had the flames taken hold of these central tenements that the Brigade were for a time unable to check the progress of the conflagration.

But what with able direction the part of those in charge and the strenuous endeavours of the firemen, the flames were so well checked that the area of the outbreak was confined to the houses already hopelessly involved.

In extinguishing the flames, the firemen had to undergo not only severe labour but in many cases individual danger through the falling gables, beams and debris from the burning buildings. The houses consumed were mostly of the "shop-house" type, consisting of shops below and dwellings above—some of two storeys and some of three storeys in height. In all about 58 houses were destroyed. No human lives were lost, but animal life suffered to the extent of several hundreds of pigs as well as numerous broods of poultry.

The firemen behaved with such gallantry in face of the fierce flame and dangerous collapses of buildings that too much praise cannot be bestowed upon them and where all acquitted themselves with such distinction it would be invidious to mention anyone in particular.

Fortunately there was a plentiful supply of water, provided by the powerful fire-boat from Hongkong and the engine from Yumtani, and the Brigade made the best use possible of the extinguishing means to hand.

Needless to say, the fire attracted thousands of spectators from far and near, over and above those who had perforce to stand by and see their homes devastated. The crowd was kept well in order under the direction of Sergeant Argus.

It appears that little or no insurance had been effected on the property destroyed, belonging as it did mainly to the ordinary class of Chinese village dwellings of unpretentious appearance and structure.

The fire continued to burn until this morning and its continuance kept a contingent of firemen standing by until this afternoon.

The damage has not yet been assessed.

FIRE IN WING LOK STREET.

While the Brigade were busily engaged in their efforts to extinguish the Samsupo fire, the Chief Inspector (Mr. Baker) received a telephone message to the effect that another outbreak had occurred in Wing Lok Street, Hongkong. By this time—nearly four o'clock—the Samsupo fire was fairly well under control. So that the Firemaster was able to detach a contingent of his men off to attend to the later call. Those were sent across the Harbour in the fire-boat and landed at the Harbour Master's Pier close to the seat of the outbreak. On their arrival at Wing Lok Street it was found that the fire was well under control, having been tackled by a party of the reserve Brigade under Sergeant Hedge and Sergeant Wilson. Notwithstanding their efforts, however, the building was practically gutted before the extinction of the flames; but their efforts were successful in preventing the spread of the conflagration to the neighbouring buildings: this densely built portion of the town.

The building—No. 61, Wing Lok Street—was a four-storey structure, occupied as a store or shop below and as dwellings on the upper floors. Damage is roughly estimated at between \$18,000 and \$20,000, and it is stated that the loss is covered to some extent in the Lancashire Insurance Company.

SANITARY BOARD'S POWER QUESTIONED.

LIVELY MINUTES.

At the meeting of the Sanitary Board this afternoon, correspondence was laid on the table relative to the erection of an iron staircase at No. 98, Queen's Road Central.

Mr. Shelton Hooper intimated:—Apparently, more attention is paid to the opinion of the Director of Public Works than to the opinion of the Board when eight voted for it being granted and only the D. P. W. against it.

Dr. G. H. L. Fitzwilliams:—I beg to amend Mr. Shelton Hooper's statement that eight voted for this. One member voted against it and I know of two that refrained from voting at all, one of them after asking "if this was not be case in which the M. O. H. had reported in an adverse manner."

THE AMERICAN LEGATION IN CHINA.

MR. HAMMOND'S REFUSAL.

Washington, May 24.

After an hour's interview with President Taft to-day Mr. John Hays Hammond definitely declined the tender of the Ministership to China.

Mr. Hammond told the President that he agreed with him that China offered a field for American enterprise and development of American trade that would tempt almost any one to take up the work of the American mission in that country. He said he felt deeply honoured by the tender of the post and that he willingly would make any personal business sacrifice in order to accept. He felt, however, as a duty to his family that he should not undertake to go to the Orient for any length of time.

Mr. Hammond and I have several children growing up," said Mr. Hammond, "and we feel we ought to have a home and settle down. We have had many years of roughing it and I think we ought to have a rest."

THE CANTON-HANKOW RAILWAY.

OVER THE WHOLE ROUTE.

[From "N.C.D. News" Special Correspondent.]

Hongkong, June 25.

Within the last week I have travelled from Mokchong, thirty miles from the Hunan border, to Canton, thus covering the entire area in which the Canton-Hankow Railway Company is at work. By river the distance is estimated at about 350 miles, but when the railroad is completed, this will be reduced to about 290 miles.

The leading party of surveyors consists of an American, Mr. Williams, who took part in the survey made some six years ago for the original American concessionaires, a Frenchman, M. Baby, and a Japanese. They are at present prospecting near Yongke, some ten miles south of Lokchong, and it is expected that in a few weeks' time they will have completed the survey to Lokchong. Travelling by river I found it impossible to estimate how much cutting and tunnelling may be required, but those who know the road do not anticipate serious difficulties here. The titanic toll will come as the railway has to be made across "The Range" to Hunan, where two lofty ranges of hills lie in the track.

POINTS IN PASSING.

Between Lokchong and Shichow the Jiao passes some rich coal-fields. At Yangko and also at Laipia, some twenty miles south, the natives work the mineral entirely on the surface and turn out a fine, soft coal of serviceable quality. We have used it for some years and although it is rather a slow burning coal it gives off an intense heat.

At Shichow, 153 miles by rail to Canton, it was generally supposed that the station would be built on the narrow neck of land which joins the "City of the Peninsula" to the mainland. The engineers, however, have wisely decided to place the main station on the south of the Namshung River a little below the pagoda. This situation is not so near the city but it has the advantage of unlimited space for siding accommodation, waiting rooms and all the requirements of a station. It will also be convenient if the projected extension to Namshung ever matures. Moreover, it can easily be reached by boat from both extremities of the city, while it also stands between the compound of the Berlin Mission and that of the English Wesleyan Mission.

The work of construction has not yet begun at Shichow, but above Yingtak we met three construction parties engaged in clearing the track and fixing the grade prior to letting the contract.

At Mongkokong, 100 miles from Canton by rail, a neat, wooden bungalow has been erected for the staff, but above this the work is being temporarily directed from houseboats. Below Yingtak, ninety-three miles from Canton, most of the contracts have been let and work is proceeding. The tunnel at Taimiao is now completely cut through, but the three tunnels on the Blind Boy's Pass, the longest of which is 300 feet, are proceeding slowly.

A BUSY SCENE.

I have never seen Yingtak look so busy as when I reached it last week. The usual shipping thronged the river; the railway motor-launch fitted about with a speed unknown before in these parts while the steam-launch which, in conjunction with the train, is credited with making it possible to reach Canton in one day, gave an air of business to the place. I ventured the journey, but the trip up the small stream from the North River to Yumtani, the present terminus, took three hours. It was a stiff tussle getting our baggage transferred to the train by women, who fought for the work and their wage, and our belongings suffered in consequence. We arrived, sweating, breathless and crowded only to be told that the last train had just gone. This meant putting up at a native inn, but as it was a new one built last year there was not much to grumble at. The railway employees lodged next door and I was surprised to learn that they were moving en masse to the Canton terminus to take the place of that staff there whose turn it was to spend the next month in Yumtani. This roughly exchange from town to country struck me as very equitable, but the reason why I could not learn.

EFFECT OF FLOODS.

In a former letter I advised you that in consequence of the high floods of last year the embankments were all being raised and the line in places deflected to a surer foundation at the base of the hills. The floods of this year were not abnormal, but for six miles above Yumtani and in many places nearer Canton they have scoured away tons of material from the permanent way. In some places shrubs and trees have been planted in order to bind the banking together, but a contractor who travelled with me said the line would never be secure unless a cemented facing of stone were erected at Section six; and I felt inclined to agree with him. The Company has faced the banks in places with loose stone, but the water has undermined it and much of the bank has collapsed.

Between Yumtani and Canton no great engineering feats have been necessary. The biggest bridge would be about 200 feet wide. A few heavy cuttings have been encountered, but the bulk of the work has been to raise the line above the paddy-fields and to bridge the numerous irrigation canals. Two trains a day make a double journey taking three hours to cover the distance of forty-four miles. There are thirteen stations en route, but outside the environs of Canton none of the places were of great size or importance. The fare for first, second and third-class is respectively \$1.05, \$1.15 and 66 cents.

All the materials for bridges, rails, plates, etc., and also the rolling stock have come from the United States, so I expect that the two large bridges, one 500 feet wide at Shichow and one 800 feet at Yingtak, will also be supplied from the same source.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SIR ROBERT HART.

RETURN TO CHINA URGED.

[By courtesy of the "Sheung Po."]

Peking, 4th July.

The Grand Council has telegraphed to Lord Li Ching-fong, Chinese Minister to London, directing him to urge Sir Robert Hart to return to China to assist in carrying out the scheme for the abolition of likin and the increase of duties.

VICEROY CHANG.

DECLINES PROMOTION.

[By courtesy of the "Sheung Po."]

Peking, 4th July.

Viceroy Chang Jen-chun has telegraphed declining to accept the appointment as Viceroy of Nanking on the plea of incompetency.

The Grand Councilors have, however, succeeded in prevailing upon Viceroy Chang to withdraw his refusal.

THE TUNGKUANSHAN CONCESSION.

EARLY SETTLEMENT DESIRED.

[By courtesy of the "Sheung Po."]

Peking, 4th July.

The Prince Regent has given instructions to have the Tungkuanshan mining concession differences settled at an early date care to be exercised not to strain the amicable relations with a friendly Power; at the same time the terms of the settlement should be so concluded as not to incur the displeasure of the people.

MANCHURIA.

MAP SKETCHING PROHIBITED.

[By courtesy of the "Sheung Po."]

Peking, 4th July.

H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has requested the Central Government to notify the Foreign Powers to prevent foreigners from making sketches of the Three Eastern Provinces on the pretext of their being travellers.

TIENTSIN-PUKOU RAILWAY.

THE QUESTION OF CONTROL.

[By courtesy of the "Sheung Po."]

Peking, 4th July.

Shu Shih-shang, president of the Ministry of Posts and Communications, proposes to place the Tientsin-Pukou Railway under the control of the Ministry.

The majority of the Grand Councilors are in favour of the proposal.

Peking, 5th July.

The gentry and merchants of Chih-li Province have insisted on Lui Hoi-wan dispensing with the services of the Germans on the railway.

The Germans have lodged a complaint with Lei Tak-sun.

Later.

The gentry and merchants of Chih-li Province have had pamphlets printed and distributed exposing the alleged malpractices in regard to the Tientsin-Pukou Railway.

In view of the apparent cessation of the anti-Japanese boycott in China, the principal Japanese dealers in marine products at Yokohama arranged to invite the leading Chinese merchants to Tonopawa, Hakone, on Saturday and Sunday last to hold a social gathering for the purpose of improving relations between Japanese and Chinese merchants.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NA TUNG.

ASKED TO BE RELIEVED OF CUSTOMS SUPERINTENDENCY.

(By courtesy of the "Sheung Po.")

Peking, 5th July.

In view of the numerous duties attaching to the Viceroyship of Chih-li, Na Tung has applied to be relieved from the office of Superintendent of Customs.

PEKING-HANKOW RAILWAY.

A PROFITABLE UNDERTAKING.

(By courtesy of the "Sheung Po.")

Peking, 5th July.

The Ministry of Posts and Communications has reported that the receipts of the Peking-Hankow Railway for the five months of the current year have amounted to five million taels, being an increase of Tls. 700,000 over that of the corresponding period last year.

VICEROY CHANG JEN-CHUN.

RELINQUISHING OFFICE NEXT WEEK.

(By courtesy of the "Sheung Po.")

Peking, 5th July.

Viceroy Chang Jen-chun has telegraphed to the Grand Council advising that he has fixed the 13th inst. as the date on which he will hand over his seals of office and that as soon as all matters are arranged he will proceed to take up his new appointment.

ROULETTE AT HARBIN.

A CRIPPLED INDUSTRY.

Some days ago we described a few of the highly desirable changes which have lately taken place in Harbin, where the authorities have been busily engaged in ridding the community of the horde of undesirable who settled down like vampires on the place after the close of the war.

As we have said Harbin is now pretty clear of those harpies and the authorities are displaying a commendable determination to keep it so, as a certain individual who is now in Shanghai has lately learned, we believe, to his cost.

The personage in question, who was at one time connected with the Alhambra, went up to Harbin some little time ago and set up a "gorgeous gambling establishment where roulette-playing went on nightly to the accompaniment of singing, dancing and other amusements—for a while. The Russian police warned him that he would not be allowed to continue his nefarious calling but our enterprising friend, profiting by his Alhambra experience, replied that Harbin was an international settlement, that he was under Spanish protection and that the Russian police might go to Jericho. The matter was referred to Peking, where the gambler's claim to Spanish protection seems to have been recognised, for he continued to keep his establishment open in defiance of the police and a Spanish Consular official opened an office in town to which the Police authorities were referred in connection with any complaints they had to make regarding the resort.

But the Russian police, with all their faults, are pretty resolute when they take the suppression of any institution in hand, and finding they could not close up the place by force they hit on a plan for making the proprietor realise that it would no longer pay him to keep it open. It was very simple. They merely stationed two hefty Cossacks at the door, with instructions to stop everyone attempting to enter and ascertain his nationality before allowing him to pass. The Cossacks appear to have performed this duty to admiration. Our informant tells us that for the two or three days during which the resort remained open after the adoption of the plan scenes like the following were of constant occurrence. A would-be patron would approach the door and try to enter but would be promptly halted by the Cossacks with a sharp "What are you?" "Ivan Ivanovich," the reply, perhaps, would be. "What nationality?" would be the Cossacks' next question, and when the answer "Russian" was given the guardians of the door would give the curt order "Go away home about your business and do not let us see you here again or you will be put in jail." And the hint was never neglected or disputed. Should the answer to the Cossacks' first question be "British," or "American," or "French," or "German," or the name of any other nationality, the Cossacks insisted on seeing the papers of the applicant for admittance before allowing him to pass, and in nice cases out of ten this condition was effective in keeping him out of the place altogether. The expedient was completely successful, and in a very brief space of time the promoter of the pretty little enterprise concluded that the game was not worth the candle, that roulette was a finished industry in Harbin and that it would be best for him to seek a more promising field of enterprise. We understand he has come back to Shanghai.

COMPLAINT AGAINST SCAVENGING CONTRACTOR.

REPORTS FROM SANITARY OFFICIALS.

The following complaint has been received from Dr. F. Clarke, Medical Officer of Health against the Shau-ki-wan scavenging contractor and laid on the table at the meeting of the Sanitary Board this afternoon:

(1) That on the 22nd day of June, 1909, he did neglect to remove the night soil from the Government public latrines in the villages of Shau-ki-wan and Shau-ki-wan West as required by clause 12 of his contract.

(2) That on the same date he did neglect to empty and thoroughly cleanse out the public dust bin outside the Taikoo Dock as required by clause 6 of his contract.

(3) That he did on the same date neglect to furnish the Government public latrines at Shau-ki-wan West with marble water tight receptacles of non-absorbent material for the reception of excreta, as required by section 161 of the Public Health and Building Ordinance, 1903, although such receptacles had been issued to him by the Inspector of the District ten days previously.

A report from a Sanitary Inspector was also attached.

Mr. E. A. Hewett intimated:—A very serious state of affairs. The contractor should be severely dealt with.

THE SHANGHAI DOCK & ENGINEERING CO., LTD.

ANNUAL REPORT.

The report of the Board of Directors for presentation at the third annual general meeting to be held at the head office, Shanghai, on Thursday, the 8th inst., is as follows:—

To the shareholders of the Shanghai Dock & Engineering Co., Ltd.

Gentlemen.—The directors submit herewith their report with statement of accounts made up to April 30th last.

The net profit for the year ended on the 30th April, 1909, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 283,614.45.

After deducting the interim dividend of 24 per cent on 55,200 shares paid in January this year which absorbed Tls. 138,000, there remains for distribution the sum of Tls. 144,261.45. This amount the directors recommend to be dealt with as follows, viz:—

A final dividend of Tls. 2.50 per share..... Tls. 138,000.00
Amount to be carried to new account..... Tls. 6,261.45

Tls. 144,261.45

Mr. Jas. Johnston retired from the Board on leaving for Europe, and Mr. H. J. Craig was appointed to fill the vacancy. His election requires your confirmation.

In accordance with § 98 of the memorandum and articles of association, two of the directors, Messrs. David Landale and H. A. J. Macray retire, but, being eligible, offer themselves for re-election.

The accounts have been audited by Messrs. J. E. Bingham and F. N. Matthews, who retire, but, being eligible, offer themselves for re-election.

PROFIT AND LOSS ACCOUNT.

Dr.
1909, January 6th..... Tls.
To 2½% interim dividend on 55,200 shares..... 138,000.00
1909, April 30th.....
To Directors', auditors', and Hongkong agency fees..... 8,400.00
" Balance..... 144,261.45
Tls. 290,661.45

Cr.
1908, May 1st..... Tls.
By Balance carried forward..... 33,742.98
1909, April 30th.....
By Transfer fees collected during the year..... 183.40
" Interest received and estimated accrued on investments, deposits, and current account with Bank, less interest on cash deposits with Company..... 14,833.34
" Transfer from General Working Account..... 212,351.74
Tls. 290,661.45

BALANCE SHEET.

Liabilities.

30th April, 1909.

Capital Account.
Registered Capital—55,200 shares @ Tls. 100..... Tls. 5,520,000.00
Subscribed Capital—55,162 shares issued @ Tls. 100 fully paid up..... 5,516,200.00
38 shares @ Tls. 100 due members of the late S. C. Farham, Boyd & Co., Ltd., to be issued on application..... 3,800.00 Tls.
55,200 shares..... 5,520,000.00
Reserve Fund.
(Taken over from the late S. C. Farham, Boyd & Co., Ltd.)..... 1,000,000.00
(Taken over from the late S. C. Farham, Boyd & Co., Ltd.)..... 5,124.00
The Shanghai Dock & Engineering Co., Ltd..... 33,245.00
Tls. 5,520,000.00

Sundry Creditors.
Local bills, etc. ... Tls. 31,666.66
Employees' deposit accounts..... 2,524.15
Directors', auditors', and Hongkong agency fees..... 8,400.00
Profit and Loss Account..... 42,588.81
Balance at credit of this account..... 144,261.46
Tls. 6,745,819.7

Assets.

1909, April 30th.
Property Account.
Land: m. f. l. h.
" Old " Dock, as per Title Deeds..... 20 2 8 9
" Cosmopolitan " Dock, as per Title Deeds..... 162 2 4 1
" International " Dock, as per Title Deeds..... 127 6 7 3
" Tankadoo " Dock, as per Title Deeds..... 35 5 9 5
" New " Dock, as per Title Deeds..... 48 5 4 3
Pootung Engine Works, as per Title Deeds..... 54 3 1 8
Total..... 448 8 5 9
Value Tls. 1,729,419.03

Docks, Buildings, Wharves and Walls:

" Old " Dock..... 1,239,006.27
" Cosmopolitan " Dock.....
" International " Dock.....
" Tankadoo " Dock.....
" New " Dock.....
Pootung Engine Works.....

Harbour moorings..... 23,355.72

Buildings:

At all establishments..... 464,019.29

Machinery and Plant:

At all establishments..... 1,199,798.67

Tools, Patterns, and Gear:

At all establishments..... 104,120.32

Steamers, launches, and vessels..... 154,900.00

Pontoon, steam dredgers, pile-drivers, etc..... 75,772.92

Furniture:

Office and drawing office furniture, drawing materials and appliances, plans, etc..... 19,615.00

Stock Account.

Value of materials on hand..... 1,095,092.33

Sundry Debtors.

Accounts in course of collection, including value of completed portion of unfinished work (Tls. 22,624.41) and Tls. 12,003.45 secured by promissory note, dated 7th September, 1905..... 285,041.82

Investments and Deposits.

6 North-China Insurance Co., Ltd. shares

22 Hall and Holtz Ltd.

28 Yangtze Insurance Association, Ltd.

1 Hongkong Fire Insurance Co., Ltd.

10 Canton Insurance Office, Ltd.

128 Shanghai Mutual Telephone Co., Ltd.

5 Shanghai Ice C.S. and R. Co., Ltd.

100 Kowloon T'p'ui and Tow Boat Co., Ltd.

Tls. 17,600.41

Note.—There is a small contingent liability for uncalled Capital on certain of above investments.

Hongkong and Shanghai Banking Corporation

fixed deposits..... 395,000.00

Telegram deposit..... 175.00

322,865.41

Cash.

In hand..... 13,752.33

On current account with Hongkong and Shanghai Banking Corporation..... 87,560.16

101,312.49

Tls. 6,745,819.7

THE PRATAISLAND QUESTION.

REPORTED SETTLEMENT.

We (Japan Chronicle) learn from the Osaka Asahi that the Japanese Government has agreed to recognize the territorial right of China in Pratais Island, but at the same time has asked the Chinese Government for the recognition and protection of the business of Mr. Nishisawa, the Japanese who has occupied the island for the purpose of shipping phosphates therefrom. Mr. Nishisawa, it is stated, has no intention of continuing his business on the island, if it is decided to be Chinese territory, as he might be involved in troubles. The Japanese Government has therefore proposed that the Chinese Government shall either purchase Mr. Nishisawa's business or pay him compensation on his withdrawal from the island. Viceroy Chang of Kwangtung has agreed to purchase the business of Mr. Nishisawa, the price to be settled between Japanese and Chinese commissioners. Mr. Segawa, Japanese Consul at Canton, will be appointed the Japanese commissioner.

The Osaka Journal says that at first Mr. Nishisawa demanded from the Chinese Government a compensation to the extent of some ¥400,000, while the Chinese authorities made a counter-claim for damage based on the pulling down of a temple and the driving away of Chinese fishermen from the island. The difficulty has, however, been settled by a compromise between the Viceroy of Kwangtung and Mr. Segawa, the Japanese Consul at Canton. Mr. Nishisawa agreeing to withdraw from the island merely on payment of compensation by the Chinese Government, to be arranged as stated. It is stated that Mr. Asano, President of the Toyo Kisen Kaisha, contributed ¥100,000 towards the funds invested in the business on the island and the remainder was advanced by the Bank of Formosa and other private capitalists.

HONGKONG BANK.

NEW BUILDING IN SHANGHAI.

For some time past it has been known that the Hongkong and Shanghai Bank intended to open a branch in Hongkew, says the N. C. D. News. In all probability the branch will not be open for business until after the hot weather, but already the spacious three-storied building, in which it will be housed, is nearing completion. This building, the architects of which are Messrs. Scott, Christie and Johnson, occupies a prominent position. Standing on the triangular block bounded by Broadway, Seward and Tiensong roads it considerably improves the locality, as the builders have curtailed the width of the bank, and have utilized the space thus gained for footpaths. This enables a better view of the building to be obtained, and the architectural merits stand out in greater relief than they would if the building had been erected in narrower streets.

The ground floor is given up to the Banking Hall and the necessary treasury, storerooms and native employees' section. All the wood-work is of polished teak, and the lofty ceilings are double coffered. There is an entire absence of gaudiness, everything being tasteful and ornamental. In the working part of the Chinese section a Connolly floor has been laid, but the floor of the Banking Hall is laid with mosaic paving. The windows are made burglar-proof by fancy wrought-iron railings, which bear the initials of the Bank in English letters and Chinese characters. These windows, five in number, are very large, and admit enough light even on the dullest days to make the use of artificial illumination unnecessary. Three electric fans supplement the excellent flue system of ventilation provided, whilst in the winter months, the hall will be warmed by radiators of the low-pressure, hot-water system. Access to the Banking Hall is gained through a revolving door on the corner of Broadway and Seward Road. This, which is the main entrance, has a stone porch with Ionic columns. On the first floor a suite of rooms has been handsomely fitted up for the use of the manager. The suite will comprise a drawing-room, two bedrooms, bathroom and dressing-room, together with kitchen and usual quarters for native servants. All the rooms which have tastefully plastered ceilings, are thoroughly equipped with all the latest furnishings including teak mantelpieces. The entrance to the manager's quarters will be through a private door. There are also several store-rooms on this floor.

The second floor is given over entirely to bachelor chambers. These, too, in keeping with the other portions of the building, have been fitted up in the most up-to-date manner. Each bedroom on the second floor—which will be known as "Bachelor Chambers"—has its own bathroom, fitted with modern enamelled baths, and all conveniences. All the fittings are heavily nickel-plated, the walls and floors being tiled. Either hot or cold water will be available. It is understood that the Bank's employees are to have the first opportunity of leasing these rooms should they desire to do so. Electric light and fans are installed throughout, but as on the ground floor the use of both should be reduced to a minimum by the large windows and the system of ventilating flues.

There is a complete service of fire hydrants and hose, whilst the treasury, the book and the store-rooms have been made absolutely fire and burglar-proof by walls of fire bricks and reinforced concrete. In addition, the walls and floors have been lined with steel plates.

Externally the building, which has a rusticated base, is of rubbed red bricks, with stone and reinforced concrete dressings and detached columns, running up to the cornice on the second floor level; the columns have caps of Nieggo green stone; the cornice, which is of reinforced concrete, is a special feature and adds greatly to the appearance of the building. Above the eaves there is a reinforced concrete balustrading, a similar balustrading having been erected around the tower. The tower, in which later on a clock will be fitted, is of brick with a tiled roof. A flagpole surmounts the tower. The foundations are of reinforced concrete, and the building is now receiving the finishing touches.

The building has a frontage to Broadway of 150 feet, to Seward Road of 120 feet and to Tiensong Road of 100 feet, and should make a welcome addition to the large number of handsome buildings in Shanghai.

THE KOWLOON HOTEL.

FOURTH OF JULY CELEBRATION.

The Fourth of July in Hongkong was celebrated, as usual, with great enthusiasm by the American community and their friends, last Sunday and yesterday. At the Kowloon Hotel on Sunday evening special and very successful celebration of the anniversary was observed. The beautiful gardens of the hotel were laid out as an open air dining place and the management were fortunate in being favoured with fine weather, which rendered their *à la carte* arrangements entirely satisfactory. The band of the 10th M.L.I.R. was in attendance, in charge of Bandmaster T. C. Gabriel, and rendered an excellent programme before and after dinner. The grounds were tastefully decorated with flags and flowers and illuminated by lanterns and kilson lamps. The many dinner tables set out in the gardens were all fully occupied by guests, all of whom were welcomed to the place personally by the popular proprietor (Mr. O. E. Owen) and his energetic manager (Mr. C. Chaytor), who were generally congratulated on the success which attended their endeavours to fitly celebrate the American festival. It is needless to say that the famous Champagne Cup of the hotel was highly appreciated by all. One of the novelties introduced by Mr. Chaytor was the distribution of silk handkerchiefs, with menu and programme imprinted, to all the ladies who were among the guests. The menu was all that the most fastidious could wish for, and was highly praised on all sides.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

A BRANCH OFFICE of this Bank has been opened in Canton under the charge of Mr. R. R. HYND as GE. T.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 6th July, 1909. [520]
FROM YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE Company's Steamship

"BINGO MARU,"
having arrived from the above ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within seven days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NIPPON YUSEN KAISHA.
Hongkong, 6th July, 1909. [458-459]

FROM YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE Company's Steamship

"KUMANO MARU,"
having arrived from the above ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within seven days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NIPPON YUSEN KAISHA.
Hongkong, 6th July, 1909. [458-459]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 8th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 6th July, 1909. 16.

ACCIDENT TO THE "MINNESOTA."

PROPELLER-SHAFT BROKEN.

Owing to the breaking of her till-shaft about 500 miles off Cape Flattery, the steamship *Minnesota*, of the Hill line, bound for Seattle from the Orient did not arrive in port until 2 a.m. on the 4th ult. The information regarding the mishap to the *Minnesota* was received in Seattle by wireless, the message saying that the only result of the accident would be to delay her arrival in port a few hours.

In spite of the broken port tailshaft, the *Minnesota* arrived in port almost on schedule time and had it not been for the mishap would have made a record run across the Pacific. She steamed, according to the Chief Engineer, George E. Allen, averaged 13½ knots after leaving Yokohama May 1st and was 1,700 miles out more than half-way home, May 29th when, at 5 o'clock in the morning, the break in the shaft occurred. The cause of the mishap is unknown, but is thought to be a flaw in the shaft. Prompt action on the part of the engineer prevented any trouble resulting from the break, although the part of the shaft attached to the propeller slipped off sixteen feet and would have dropped had it not been at once secured with heavy chains.

The *Minnesota* was to follow the battleship *Oregon* in the Puget Sound Navy Yard dry-dock. It was found that no other damage was done, the shaft could be repaired in four or five days and the vessel leave on schedule time June 19th. The *Minnesota* completed the voyage after the mishap at the rate of about 10 knots.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next. Following is the business:—

Financial Minutes. (Nos. 30 and 31.)

Report of the Finance Committee. (No. 9.)
The Attorney-General will move the second reading of the Bill entitled An Ordinance to regulate the construction and management of railways; second reading of the Bill entitled An Ordinance to amend The Stonecutters' Island Ordinance, 1889; second reading of the Bill entitled An Ordinance to amend the Companies (Local) Regulations Ordinance, 1907; second reading of the Bill entitled An Ordinance to amend the Interpretation Amendment Ordinance, 1908; third reading of the Bill entitled An Ordinance to amend The Stamp Ordinance, 1901 as amended by The Stamp (Amendment) Ordinance, 1902; and Committee on the Bill entitled An Ordinance to amend the Public Ordinance, 1901.

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian
PIGS'
TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. [530]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA.

Sole Agents.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP.....\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908. [471]

K. K. TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 2.45 p.m. ...Every 15 minutes.
2.45 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 3.30 p.m. ...Every 15 minutes.
3.30 p.m. to 4.00 p.m. ...Every 15 minutes.
4.00 p.m. to 4.30 p.m. ...Every 15 minutes.
4.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 5.30 p.m. ...Every 15 minutes.
5.30 p.m. to 6.00 p.m. ...Every 15 minutes.
6.00 p.m. to 6.30 p.m. ...Every 15 minutes.
6.30 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 7.30 p.m. ...Every 15 minutes.
7.30 p.m. to 8.00 p.m. ...Every 15 minutes.
8.00 p.m. to 8.30 p.m. ...Every 15 minutes.
8.30 p.m. to 9.00 p.m. ...Every 15 minutes.
9.00 p.m. to 9.30 p.m. ...Every 15 minutes.
9.30 p.m. to 10.00 p.m. ...Every 15 minutes.
10.00 p.m. to 10.30 p.m. ...Every 15 minutes.
10.30 p.m. to 11.00 p.m. ...Every 15 minutes.
11.00 p.m. to 11.30 p.m. ...Every 15 minutes.
11.30 p.m. to 12.00 a.m. ...Every 15 minutes.
12.00 a.m. to 1.00 a.m. ...Every 15 minutes.
1.00 a.m. to 2.00 a.m. ...Every 15 minutes.
2.00 a.m. to 3.00 a.m. ...Every 15 minutes.
3.00 a.m. to 4.00 a.m. ...Every 15 minutes.
4.00 a.m. to 5.00 a.m. ...Every 15 minutes.
5.00 a.m. to 6.00 a.m. ...Every 15 minutes.
6.00 a.m. to 7.00 a.m. ...Every 15 minutes.
7.00 a.m. to 8.00 a.m. ...Every 15 minutes.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 10.00 a.m. ...Every 15 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 12.00 a.m. ...Every 15 minutes.
12.00 a.m. to 1.00 a.m. ...Every 15 minutes.
1.00 a.m. to 2.00 a.m. ...Every 15 minutes.
2.00 a.m. to 3.00 a.m. ...Every 15 minutes.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	ALLAN LINE
SATURDAY, JULY 24TH.	FRIDAY, AUG. 10TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" or "C" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—
J. W. UKADI, J.A., General Traffic A.G.,
Corner Pedder Street and Praya (opposite Blake Pier).

11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
YOKOHAMA & KOBE	HINSANG	WED'DAY, 7th July, 3 P.M.
TIENSIN & WEIHAWEI & C'FOO	CHIPSANG	T. FRIDAY, 8th July, Noon.
MANILA	LOONGSANG	FRIDAY, 9th July, 4 P.M.
MOJI	CHUNSAO	SUNDAY, 11th July, Daylight.
S'GAPOR, PENANG & CALCUTTA LAISANG	YUENSANG	TUESDAY, 13th July, Noon.
MANILA	YUENSANG	FRIDAY, 16th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	FRIDAY, 30th July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Choofoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 6th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	8th July, 4 P.M.
AMOI, MANILA, CEBU & ILOILO	"KAITONG"	8th "
SHANGHAI	"CHUNSAO"	11th "
WEIHAWEI, CHEFOO & TIENSIN	"YAKING"	13th "
SHANGHAI	"KUIHOW"	13th "
TSINGTAU, CHEFOO & NEWCHWANG	"ANHUI"	15th "
SHANGHAI	"NANCHANG"	17th "
MANILA, ZAMBOANGA and USUAL	"LINAN"	18th "
AUSTRALIAN PORTS	"TAIYUAN"	19th "
MANILA	"TEAN"	20th "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Linan*, *Chinhu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

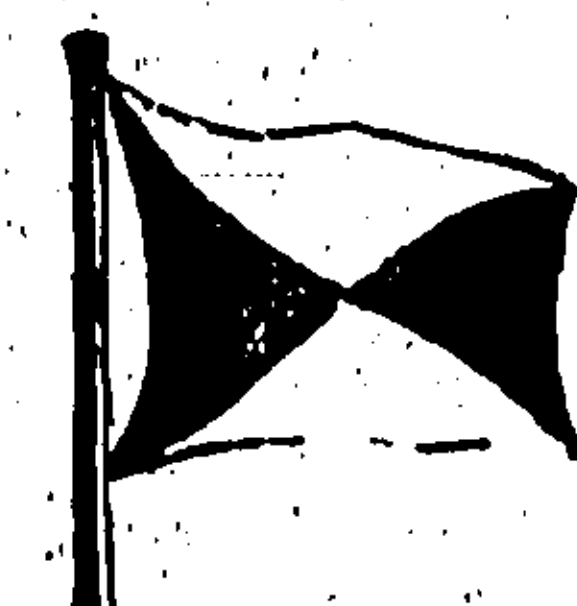
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BYTTERFIELD & SWIRE,
AGENTS.

Telephone No. 35.
Hongkong, 6th July, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon standard. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
ROBI	2500	R. W. Almond	MANILA	SATURDAY, 10th July, at Noon.
LAFIRO	1500	R. Rodger	"	SATURDAY, 17th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Telephone No. 31.
Hongkong, 6th July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

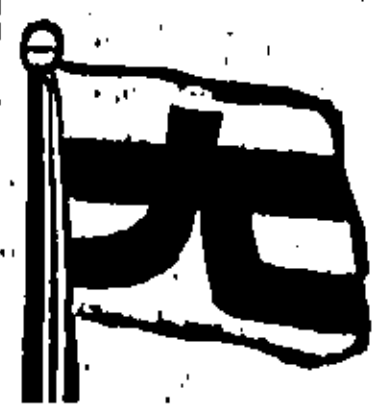
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES; PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, HAN-HI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAKAO VIA SWATOW, AMOI	"SOSHU MARU"	WEDNESDAY, 7th July, at 10 A.M.
ANPING	Captain K. Sugi	"
SWATOW, AMOI, FOCHOW	"CHOSHUN MARU"	THURSDAY, 8th July, at 10 A.M.
and SHANGHAI	Captain	"
SWATOW, AMOI & TAMSUI	"DAIJIN MARU"	SUNDAY, 11th July, at 10 A.M.
	Captain	"

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO HU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 5th July, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"AKI MARU", Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI, MOJI AND KOBE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 9th July, at Noon.
KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	TAMBA MARU, Capt. C. H. Butler, Tons 6500	FRIDAY, 9th July, at 5 P.M.
BOMBAY, Via SINGAPORE and COLOMBO	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	TUESDAY, 13th July, at Noon.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSKES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. BAINBRIDGE)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIEN,"

Captain Bruno, will be despatched for the above Ports on or about FRIDAY, the 9th instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.

Hongkong, 2nd July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched at above on or about 11th July.

For Freight, apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 23rd June, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 16th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in state-rooms. Doctor and Stewards are carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 23rd June, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

* *Kumata* 6,232 J. Mathes ... 29th July

* *Aymara* 4,363 J. Poyd ... 26th Aug.

* *Saveris* 6,232 S. Shotton ... 23rd Sept.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 26th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 28th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. E. W. WALKER.

"KWONG SAI" ... Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

11)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonia*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India will be shipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 22nd August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship.

"CAPRI."

Captain Dini, will be despatched as above
on SATURDAY, the 10th inst., at Noon.
For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 2nd July, 1909. [16]

"SHIRE" LINE OF STEAMERS,
LIMITED.FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Steamship.

"CARMARTHENSHIRE"
will be despatched as above on about the
20th inst.

The attention of passengers is directed to
the excellent accommodation provided by this
vessel at cheap rates. The steamer is specially
adapted for service in the tropics being fitted
with electric fans in staterooms and refrigerating
machinery. A Doctor and Stewardess are
carried.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 3rd July, 1909. [15]

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 1/9 1/2

Do "demand" 1/9 1/2

Do "4 months sight" 1/9 1/2

France—Bank T.T. 1/10 1/2

America—Bank T.T. 1/10 1/2

Germany—Bank T.T. 1/10 1/2

India T.T. 1/10 1/2

Do "demand" 1/10 1/2

Shanghai—Bank T.T. 1/10 1/2

Singapore—Bank T.T. 1/10 1/2

Japan—Bank T.T. 1/10 1/2

J.V.—Bank T.T. 1/10 1/2

6 months sight L/C 1/10 1/2

6 months sight L/C 1/10 1/2

30 days sight L/C 1/10 1/2

4 months sight 1/10 1/2

30 days sight Sydney & Melbourne 1/10 1/2

4 months sight France 1/10 1/2

6 months sight 1/10 1/2

4 months sight Germany 1/10 1/2

Bar Silver 1/10 1/2

Bank of England rate 1/10 1/2

Sovereign 1/10 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg,
Director of the Hongkong Observatory:

On the 6th at 11.55 a.m.—The barometer has

fallen moderately on the N.E. coast of China

owing to the depression which is moving to-

wards N.E. over the Yellow Sea.

Pressure remains relatively low over the

middle part of the China Sea. It is still high

but giving way over E. Japan and the Bonins.

Light or moderate S.E. and E. winds may

be expected in the Formosa Channel, and

along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending

at 10 a.m. to-day, 0.07 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. and

E. winds, light or moderate; showery;

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong

and Lamook, same as No. 1.

4.—South coast of China between Hongkong

and Haikow, same as No. 1.

Shipping.

Arrival.

Loongang, Br. s.s., 1,097, M. Picknell, 5th

July—Manila via Amoy 1st July, Gen.

M. C. Co.

Robt. Br. s.s., 1,010, R. W. Almond, 5th July—

Manila 3rd July, Gen.—S. T. & Co.

Bingo Maru, Jap. s.s., 1,871, A. Christensen, 5th

July—Shanghai 2nd July, Gen.—N. Y. K.

Haimun, Br. s.s., 536, J. W. Evans, 6th July—

Swatow 5th July, Gen.—D. L. & Co.

Kueichow, Br. s.s., 1,215, Brown, 6th July—

Tientsin 26th June, Gen.—B. & S.

Laisang, Br. s.s., 2,460, F. Wheeler, 6th July—

Calcutta via Penang and Singapore 30th

June, Gen.—J. M. & Co.

Kumano Maru, Jap. s.s., 3,147, M. Winkler, 6th

July—Yokohama 26th June, Gen.—N. Y. K.

Clara, Br. s.s., 2,300, V. E. Macdonnell, 6th

July—Singapore 29th June, Keroline—A. P. & Co.

Tijmahi, Dut. s.s., 2,500, J. N. Bouman, 6th

July—Swatow 5th July, Gen.—J. C. J. L.

Chowia, Ger. s.s., 1,055, F. Schmetz, 6th July—

Bangkok 29th June and Swatow 5th

Rice and Timber—M. & Co.

Clearances at the Harbour Office.

Yachting, for Foochow.

Tango Maru, for Shanghai.

Clara, for Woonsoo.

Haimun, for Swatow.

Kueichow, for Singapore.

Tango, for Manila.

Bingo Maru, for Singapore.

Kueichow, for Pakhoi.

Departures.

Tango Maru, for Europe.

Haimun, for Coast Ports.

Tijmahi, for Batavia.

Chowia, for Hongkong.

Clara, for Bangkok.

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SHARE QUOTATIONS.

Supplied by Messrs. H. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,000,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$26,034	42 % (\$1,030 sales London 296.15)
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903	5 %
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$22,757 \$211,990 \$185,000 }	none	\$14 for 1907	74 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 }	Tls. 160,512	Interim of 7/6 for 1908	54 % Tls. 108 buyers
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$2,000,000 \$20,848 \$105,249 \$68,880 }	\$8,404.91	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	51 % \$835 sellers
Yangtze Insurance Association, Limited	13,000	\$100	\$50	{ \$1,000,000 \$24,475 \$199,64 \$1,000,000 }	\$7,757	\$12 and bonus \$3 for 1907	74 % \$230
FIRE INSURANCES.							
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$438,663 \$13,802 }	\$375,341	\$6 and bonus \$2 for 1907	74 % \$112 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$24,475 \$199,64 \$1,000,000 }	\$58,711	\$27 for 1907	8 % \$345 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$24,638 \$99,067 }	\$1,025	\$1 for 1906	7 % \$10 sellers
Douglas Steamship Company, Limited	10,000	\$10	\$50	{ \$250,000 \$607,500 \$79,433 }	Nil.	\$2 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$15,344 \$10,000 \$24,000 }	\$20,279	Final of 12 making \$24 for 1908	74 % \$324 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ Tls. 75,000 Tls. 14,570 Tls. 62,817 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$1.154	4 % \$66
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 14,570 Tls. 62,817 }	Tls. 14,570	Final of Tls. 12 making Tls. 34 for 1908	74 % Tls. 52 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £16,000 £48,880 }	£62,817	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	7 % Tls. 53 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 10,000 Tls. 4,100 Tls. 8,000 }	\$3,121	{ \$1.00 for year ending 10.4.1909 \$0.50	4 % \$26
Taka Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 4,100 Tls. 8,000 }	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908	31 % Tls. 45 buyers
SUGAR REFINING.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	34 % \$140 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$135,833	\$3 for 1897	3 % \$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 34 for year ending 31.8.08	3 % Tls. 200 nominal
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£12,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 18.20 b.
Rio de Australas Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £1,000,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents	7 % \$9 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	1 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$10,102	Final of \$14 making \$34 for 1907	34 % \$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$18,078	Final of \$4 making \$8 for 1908	24 % \$69 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,857 Tls. 125,000 }	Tls. 13,742	Interim of Tls. 21 for 6 months ending 31st October, 1908	64 % Tls. 834 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	64 % Tls. 163 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 Tls. 4,232 Tls. 30,768 }	Tls. 4,232	Tls. 6 for year ending 31.10.1909	34 % Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	50,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$4,232	\$4 for year ending 30.6.07	34 % \$19
Central Stores, Limited	10,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	\$24,611	\$1.10 on old and 60 cents on first new issue	34 % 358 ex n.f. sa.
Hongkong Hotel Company, Limited	8,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	\$295	Final of \$3 making \$6 for 1908	64 % \$38 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	\$16,475	Final of \$34 making \$7 for 1908	64 % \$105 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$5,486	60 cents for 1908	64 % \$91 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$278	\$4 for 1908	5 % \$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,225,045 Tls. 320,000 }	Tls. 122,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	64 % Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 }	\$1,968	Final of \$2 making \$4 for 1908	8 % \$464
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$20,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	41 % Tls. 1361 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$9,553	50 cents for year ending 31.7.08	6 % \$81 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	6 % Tls. 88 sellers
Lao-nung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 175,000 Tls. 175,000 }	Tls. 4,829	Tls. 4 for 1908	6 % Tls. 109 sellers
Soy Chai Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ Tls. 31,172 Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1906	6 % Tls. 375
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£15	£15	{ £1,500 \$10,000 }	£64	1/10th per share for 1907 = 1.037	10 % \$102
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	Nil.	\$1.20 or 1908	8 % \$144
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$51,138	50 cents for year ended 28.2.06	8 % \$7 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,407	80 cents for 1908	84 % \$9.50 sales
Dairy Farm Company, Limited	40,000	\$75	\$6	{ \$1,000,000 \$1,000,000 }	\$48	\$1.50 for year ending 31.7.08	74 % \$164 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,756	Final of 50 cents making 90 cents for 1908	10 % \$9 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$251	75 cents for 9 months ending 31.12.07	8 % \$12
Hall & Holt, Limited	31,000	\$20	\$20	{ \$1,000,000 \$1,000,000 }	\$8,957	\$2 for year ending 29.2.09	94 % \$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	\$7,616	Final of \$15 per share making \$9 for 1908	124 % \$55 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$8,790	Final of \$1 per share making \$2 for 1908	84 % \$25
Maatschappij tot Mijn. Bosch en Landbouwen exploitatie in Langkat, Limited	35,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 63,913 }	Tls. 16,682	2nd Quarterly div. of Tls. 124 for account 1909	4 % Tls. 1,075 sales
Park Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$8,231	60 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6 % \$14 buyers
Philippine Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	Pa. 18,640	None	3 % \$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 Tls. 75,000 }	Tls. 1,000	Final of Tls. 4 making Tls. 74 for 1907	64 % Tls. 115 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	T. 5,250	Final Tls. 5 making Tls. 8 for 1908	44 % Tls. 161 sales
Shanghai Waterworks Company, Limited	16,850	£20	£20	{ Tls. 220,000 Tls. 220,000 }	Tls. 23,038	Final of 3/- making 46/- for 1908	... Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000,000 \$1,000,000 }	Dr. \$56,602	None	... \$24
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$1,000,000 \$1,000,000 }	\$130	40 cents for year ending 31.5.08	8 % \$5 buyers
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 201	Tls. 64 for year ending 30.4.07	5 % Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$1,360	60 cents for year ending 31.12.08	64 % \$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$2,613	60 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	64 % \$8.70
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$4 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000,000 \$1,000,000 }	none	...	...

*These shares are entitled to half of the profits.

Intimations.

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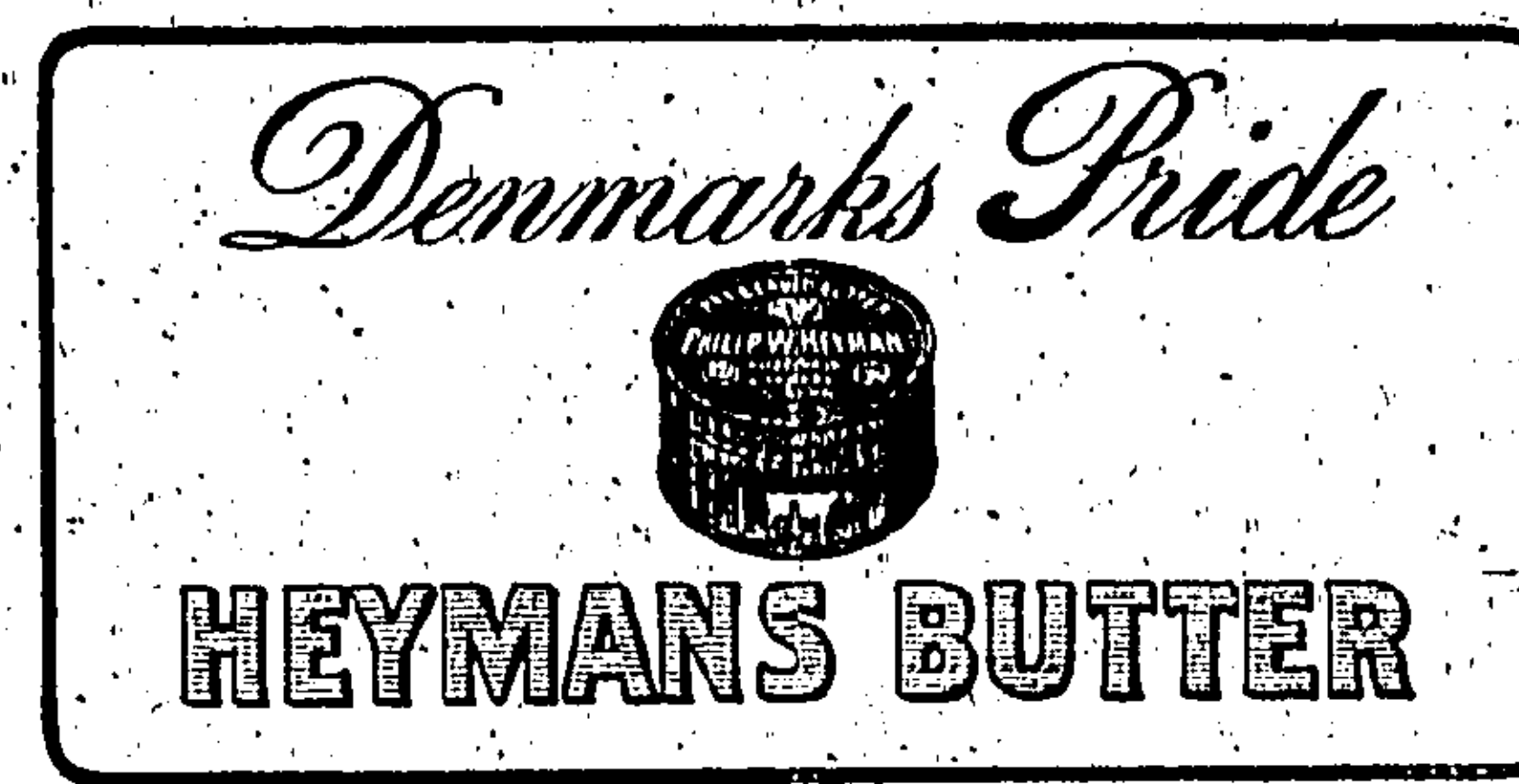
Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Corrao, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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This remarkable compound, the result of the latest developments and achievement of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the war and tear and haste of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital force, unimpaired vitality, harassing dreams, night disturbances, sudden startings, dizziness of sight, defective hearing, loss of memory, inability to perform the duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening discharges, involuntary losses, &c.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

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Never before was there anything like it, for can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other defect of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with, removing all blotches, pimples, leucæ, scurvy, acrochordæ, glandular swellings, discolorations, roughness, and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, and leprosy, had leucæ, ulcers, scrofula, gonorrhoea, or syphilis, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine" whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon; in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO". Legal proceedings will be taken against persons pirating.

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